



Configuration Management News

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Who Completes the NCP?

by: Cecil West - ASO-471

The question is usually asked when an NCP has not been accomplished and the project is ready for installation or has already been installed. The case file and/or NCP needs to be developed and **approved before the work is accomplished**. We recognize this is not always possible. For emergencies processed under FAA Order 6032.1A you have 48 hours in which to forward the appropriate paperwork.

The case file should be initiated by the engineer responsible for project design because a case file number is necessary to obtain drawings from the Drawing Management System (DMS). An electronic form (FAA Form 1800-2) may be obtained by contacting your CM Representative. Each organization should maintain a case file and/or NCP log organized by specific subsystem in consecutive number sequence (see NAS-MD-001 for more information). The case file should accompany the engineer (along with a set of drawings) during a site visit. The case file serves as an official record of coordination activities. A fully coordinated buy-in from Airway Facilities and Air Traffic, made during the project design phase, will save a minimum of 30 days of NCP processing time.

If you do not know the CM status of the facility where your project is located, call your CM Representative. If the facility is under CM and your project involves space allocation, the approval or disapproval of the case file resides with the Regional Configuration Control Board (RCCB). Space Allocation case file for ARTCC target state drawings shall be

forwarded to ANS for prescreening with final approval by the ANF Configuration Control Board (CCB), (the board is co-chaired by ANS-2 and AND-140).

Allow the system engineering activities of CM to work for your organization. The following benefits can be derived from good CM practices:

- ◆ Facilities, Equipment and Technical information source for Engineers, Managers and Technicians;
- ◆ Coordinated allocation of valuable facility space;
- ◆ Reduces relocation and re-installation costs;
- ◆ Eliminates need for lengthy site visits to verify facility configuration;
- ◆ Reduces A&E costs to bring design documentation up to date;
- ◆ Reduces Contractor costs resulting from use of out of date or incorrect information;
- ◆ Formalized NCP process ensures coordination of engineering and maintenance concerns.

Ordering Documentation

The use of DOCCON is no longer required for ordering documents. Documents may be ordered by forwarding your request directly to the DCC. Address your cc:Mail message to: **9 DCC SETA**. Please don't forget to provide your mailing (postal) address.

Emergency Modifications

FAA Order 6032.1A gives authority to accomplish emergency mods to equipment, even if the equipment is under CM. For operational equipment verbal authority to modify is vested in the SMO Manager and may be delegated in writing. For F&E systems the authority to modify to **"enable commissioning"** is vested in the AF Division Manager. This authority cannot be delegated

Approval of emergency modifications to end items under CM (listed in NAS-MD-001) is subject to review by the appropriate CCB/IPT. The Case file must be submitted within 48 hours of the decision to modify.

Newsletter Submissions

Articles for submission and/or questions concerning articles should be forwarded to John Steele, ANS-110 (202) 646-2119 or Cecil West, ASO-471, (404) 305-6563.

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New CM Logo



The new National Airway Facilities CM Logo is shown above. It was selected from 7 designs submitted by various regions. This logo was voted the winner by the Regional CM community, including the Aeronautical Center, Technical Center and ANS. The logo is currently being implemented nationwide. It was designed in the Great Lakes Region by Haley Henrickson.

This Logo is available to all who are interested in using it for their CM documents, business cards or letter head. Feel free to contact Haley, AGL-471A.C2, 847-294-8486, and she will send you an electronic copy for your use. The Logo can be scaled to fit your individual needs. As additional CM organizations begin to use this logo it will continue to gain acceptance and eventually be recognized Agency wide as the National CM symbol.

How Mil-Specs Live Forever

Thanks to Tom O'Hare, Univ of Texas

The US Standard railroad gauge (distance between the rails) is 4 feet 8.5 inches. That's an extremely odd number. Why was that gauge used? Because that's the way they built them in England and the US railroads were built by English expatriates.

Why did the English people build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did they use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay! Why did the wagons use that odd wheel spacing? Well, if they tried to use any other spacing the wagons would break on some of the old, long distance roads, because that's the spacing of old wheel ruts.

So who built these old rutted roads? The first long distance roads in Europe were built by Imperial Rome for the benefit of their legions. The initial ruts, which everyone else had to match for fear of destroying their wagons, were first made by Roman war chariots. Since the chariots were made for or by

Imperial Rome. They were all alike in the matter of wheel spacing.

Thus, we have the answer to the original questions. The United States standard railroad gauge of 4 feet 8.5 inches derives from the original specification (Military Spec) for an Imperial Roman army war chariot. Mil Specs and bureaucracies live forever.

So, the next time you are handed a specification and wonder what horse's ass came up with it, you may be exactly right. Because the Imperial Roman chariots were made to be just wide enough to accommodate the back-ends of two war horses.

Drawing Tip's

Did you know the FAA has a color coded system for making changes to CAEG drawings?

RED = ADD
PURPLE = TAKE OUT
GREEN = NOTE TO DRAFTSPERSON
YELLOW = CHANGE COMPLETED BY CAEG

Use of the color scheme listed above makes life easier for the draftsman and helps speed up the drawing update process.

Actions on CCD's

Please read the action(s) in block 7 of a CCD carefully. Our most frequent occurrence is never hearing from you concerning the implementation of a CCD. So we would like to take this opportunity to remind you to check those old CCDs for action(s) on your part and sign them indicating closure if you can. We understand that in some cases the project has been delayed or the mod kit has not arrived, please let us know the applicable circumstances. Sign page 2 indicating closure if applicable. If you are unsure about open CCDs at your facility, please call your representative so we can check our records.

You should be maintaining a copy of approved CCDs in the Facility Reference Data File (FRDF).

Revision to Order 1800.8

ASD-220 is in the process of revising Order 1800.8. The initial draft has been released and reviewed by all of the regional CM Representatives. Airway Facilities comments, including Regional and Headquarters, were consolidated by ANS-110 and forwarded for AAF-1 signature.

1997 Regional Configuration Managers Workshop

The 1997 Regional CM Workshop, sponsored by NAS Transition and Implementation (ANS) and hosted by the Southern Region (ASO), was held June 24 - 26 in Fort Lauderdale, FL. The Workshop was attended by representatives from all of the Regions, the Aeronautical Center, Technical Center, and Headquarters. **John Roberts** of the Configuration Management Training Foundation (CMTF) was the guest speaker. The first day of the Conference consisted of briefings regarding Configuration Management Enterprise Technology, AOS Reorganization, Logistics Center Configuration Management, and ARSR-4 Baselining. The remainder of the Conference was a working session whereby the attendees were divided into four work groups. Each work group was given a topic, purpose, and task to develop or solve a specific CM issue. The work group leads, work group members, and specific tasking are identified below.

Work Group 1

Lead: William Helm

Topic:

Standard Process Document for Facility Baselining (SPDFB)

Purpose:

Develop a draft SPDFB which identifies a standard process for Baselining Facilities. This is an additional item generated from the 1996 Regional Configuration Managers Workshop, Work Group 3.

Work Group #1 Members

Bob Bostiga, ASD-220
Darla Evanoff, AOS-500
Donna Fitzgerald, AOS-500
Jim Harris, ASO-459D
Khacia Harris, AOS-530
William Kaplan, ANS-200
Vera Shinn, ACE-473
Larry Wong, AEA-472

Work Group 2

Lead: Cecil West

Topic:

Standard Processes for CM Facility Audits and/or Reviews

Purpose:

Provide the framework by which an established uniform process for facility CM audits and reviews are to be conducted throughout Airway Facilities.

Work Group #2 Members

Danny Hamilton, AEA-471, NISC
Tom Hutchcraft, ZMP NCO
Dawn Jackson, AUA-300
Avdesh Kaushiva, ASD-220
Cynthia Little, ASO-471, NISC
Paula McCann, AML-110
Denver Ritchey, AOS-220

Work Group 3

Lead: Nelson Gnrirke

Topic:

Regional Unique Equipment Requirements

Purpose:

Develop criteria for establishing baselines of Regional Unique Equipment (RUE).

Work Group #3 Members

Jim Arrasmith, ASW-510
Pat Conner, AOS-530
Eleanor Harris, DI/AOS
Helen Harris, AWP-472.5
Joan Knight, ANM-450I1
Robert O'Borsky, AML-100
Haley Henrickson, AGL-471A.2C

Work Group 4

Lead: Claire Bentley

Topic:

Develop Configuration Management (CM) Metrics

Purpose:

Identify items used to quantify the value and level of CM driven success, along with methodology for data collection and analyzing CM related information.

Work Group #4 Members

Cassius Brookshire, AML-460
Kelly Chanoine, ASW-472KC
Heather Cooley, AOS-200 CM Coordinator
Harry Grindstaff, AMC-4/ NISC
Susan Kindell, AGL-470 CM
Jeanne Rush, ASD-220 Manager
Darrell H. Wyrick, ASD-220

The results of work group activities were published in the Workshop minutes. Telephone or go see your CM Representative for a copy. Also, the next issue of the "*Configuration Management News*" will contain additional work group information.

ARSR-4 Baselining

A Memorandum of Agreement (MOA) was signed between the Air Force and FAA for the maintenance of facility drawings for ARSR-4 Joint Use Sites. Paragraph 4.6 of the MOA outlines the drawings that will be baselined and maintained by the RCCBs.

4.6 Drawings To Be Controlled By Regional CCB: Site facility drawings to be baselined and maintained by the RCCB (made up of FAA and USAF) shall be as follows:

4.6.1 Any drawing indicating the site layout to include perimeter fences, communication poles, antennas, radar towers, electronic equipment buildings, and any necessary support function for the JSS radar site, facility, i.e., engine generator building, fuel tanks, access roads, etc.

4.6.2 Any electronic equipment building to include floor plans and equipment layouts (for space management).

4.6.3 Interface and interconnecting wiring/cabling diagrams.

SPECIAL THANKS

Configuration Management is vital to the successful implementation of the NAS. Through the efforts of several individuals the program is making great strides toward fulfilling established goals. The CM Program would like to thank those individuals whose assistance has been invaluable during the past months.

Thanks for a job well done.

Carol Brown, AOS-200
Susan Carter, AOS-200
Charles Ochoa, AOS-200
Dan Vandermeer, AAL-452
Tracy Chamberlain, ACE Gateway SMO
Andrew J. Holcomb, ACE-452
Mark Price, ACE-471
Pat Scott, ACE-471
Ron Farrar Sr., AEA-Independence SMO
Emily Figuero, AEA-Liberty SMO
Larry Gacek, AGL-451
Tom Hutchcraft, ZMP ARTCC NCO
Terry Ashbaugh, AGL-473
Claude Nunez, AGL-471
Al Rapp, AGL-458
Fred Rasche, AGL-455
Jim Harris, ASO-459D (ZMA NCO)
Richard Harrower, ASO-451
Mocashette Robinson, ASO-459
Larry Leifried, AWP-ZLA
Rosa Flores, ANS-300

Highlights

The **Alaska Region** has published and baselined the technical manual for the Alaska Aviation Weather Briefing System (AAWBS). The document ALTM 6550.1 became the first non-drawing baseline document for Regional Unique Equipment (RUE) for Alaska and Nationwide.

The **Great Lakes Region** has baselined Duluth, MN ATCT. CM facility baseline drawing package provides a current set of tower drawings including antenna layouts and cab consoles for planning and engineering.

The **Southern Region** has baselined 2 additional towers during this past quarter, Jackson, MS & Gulfport, MS. We have also completed baselines for 2 AFSSs: Macon, GA and Tamiami, FL.

If you have access to the DOT/FAA Intra-Net, look at the new CM Site created by **Joan Knight**, ANM-450I. Start on the ANM-400 home page at <http://www.anmats.faa.gov> and click on the NAS Implementation Branch, ANM-450, link click on Organization or Resource Center, click on the Integration Management, ANM-450I, link click on Configuration Management. If you want to go straight to the CM site instead of through the ANM-400 home page, you can enter <http://www.anmats.faa.gov/450HOME/450i/cm/index.htm>. To view Joan's personal profile, click on the Program Coordination Team, link on the ANM-450I page Remember, Joan does not promise that all the links will always work; e.g., NAS-MD-001 or the NCP Form 1800-2 - guess it depends on your proxy server and the NASI web site.

CM Representatives

ANS HQ	John Steele	(202) 646-2119
AAL	Nelson Gnirke	(907) 271-5364
ACE	Vera Shinn	(816) 426-3820
AEA	Larry Wong	(718) 712-5697
AGL	William Helm	(847) 294-8487
ANE	Claire Bentley	(781) 238-7479
ANM	Joan Knight	(425) 227-2519
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ASW	Kelly Chanoine	(817) 222-4726
AWP	Helen Harris	(310) 725-7446
Academy	Harry Grindstaff	(405) 954-8607
AOS-210	Heather Cooley	(405) 954-1019
Tech Center	Pat Conner	(609) 485-6908

Do you have a question about CM?
Call your Regional CM Representative or
John Steele, ANS-110, (202) 646-2119